

HAVE YOU TRIED
"POMRIL"
(PURE APPLE JUICE)
\$4.00 PER ONE DOZ. QUARTS.
\$6.00 PER TWO DOZ. PINTS.
SOLE AGENTS—
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

JUBILEE
PILSENER BEER
IN BOTTLES.
PER CASE OF 4 DOZ. QTS. \$13.
" " " 6 " Pts. } \$13.
SOLE AGENTS—
H. PRICE & CO.

No. 13,480 號十捌百肆千叁萬壹第 日壹十初月肆年十二緒光 HONGKONG, TUESDAY, MAY 28TH, 1901. 式拜禮 號捌十式月伍年壹零 九千一第 港香 PRICE, \$2½ PER MONTH

WATSON'S
"E"
VERY OLD LIQUEUR
SCOTCH WHISKY.
A. S. WATSON & CO.
LIMITED.
THE HONGKONG DISPENSARY. [a1632]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central
47

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This World-renowned
Fine Old Highland Whisky,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents,
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a49]

CUTLER, PALMER & CO.'S
PRICE \$10.75 PER DOZEN
Net
"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong. [a48]

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.
12.30 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 4 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
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4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
EXTRA CARS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901. [a498]

**VICTORIA
CYCLE
EMPORIUM.**
THE pleasure of cycling consists in having
a first class Machine and the above Es-
tablishment is always lending in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and also supply fittings of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.
MCKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a348]
GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per Cask of 375 lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 2nd July, 1900. [a3102]
COLD STORAGE.
THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at East Point at
Moderate Rates.
W. PARLANE,
Manager.
Hongkong, 17th February, 1899. [a16]

CHAMPAGNE.
JUST LANDED, A FRESH SUPPLY OF
POMMERY AND GRENO, SEC. AND
EXTRA SEC.
PER CASE OF 1 DOZEN BOTTLES... \$55.00
" " " 2 " " BOTTLES... 58.00
Telephone No. 75.

SOLE AGENTS—
CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.
15, Queen's Road,
Hongkong, 24th May, 1901. [a40]

COTTAM & CO.
HONGKONG HOTEL BUILDINGS.
CELLULAR CLOTHING.
LIGHT, DURABLE, and COOL.
A FULL STOCK OF
TENNIS SHIRTS, DAY SHIRTS AND SINGLETS. [a41]

WATKINS, LIMITED
60, QUEEN'S ROAD CENTRAL, HONGKONG
CHEMISTS
AERATED WATER MANUFACTURERS
WINE AND SPIRIT MERCHANTS
CIGAR DEALERS
COMMISSION AGENTS, &c. [a43]

PHOTOGRAPHIC
PLATES, PAPERS
AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG. [a44]

THE VICTORIA DISPENSARY
HONGKONG.
AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers [a39]

LANE, CRAWFORD & CO.
BEDSTEADS.
100 BEDSTEADS IN BRASS AND IRON
AND ALL IRASS.
100 WIRE SPRING MATTRESSES.
TO MAKE ROOM FOR NEW STOCK, LANE, CRAWFORD & CO. ARE
OFFERING THE ABOVE AT GREATLY REDUCED PRICES. AN INSPECTION
IS INVITED.
LANE, CRAWFORD & CO.
[a38]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—
SUPERB OLD COGNAC. C.P. & Co.'s INVALIDS' PORT
\$22.50 PER DOZ. \$20 PER DOZ.
Distinguished by 4 stars on the label.
This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassal
ANOTHER FINE COGNAC, \$16.75 per doz.
Loss of than the above.

THE ELITE OF WHISKY:—
THE "PALL MALL,"
\$20 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL
BLEND WHISKY, **BENEDICTINE LIQUEUR—**
\$10.75 PER DOZ. D.O.M.,
Very soft, palatable, and mature. \$39.75 PER DOZ.
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., HONGKONG. [a47]

THE CLUB HOTEL, LIMITED.
No. 5-B, BUND, YOKOHAMA.
THE above Hotel, with 70 Rooms, is centrally situated, faces the Harbour, and offers all the
comforts of a home. The Cuisine is in charge of a French Chef. The Manager's wife
devotes herself specially to the welfare of the Lady guests.
All Passenger Steamers are met by the Company's Steam Launch.
Telegrams addressed to "CLUB HOTEL," Yokohama, will ensure the attendance of the
Hotel Commissionaire at the Railway Station to meet arriving guests.
Terms from Yen 4.00 per diem upwards. Special terms for a prolonged stay.
A. H. CAMPBELL,
(Late of the Florence Hotel, Kandy, Ceylon),
MANAGER.
Hongkong, 3rd May, 1901. [1168]

REMINGTON TYPEWRITERS
WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS.
[a500]

TABLE DELICACIES JUST RECEIVED.
SALT PIGS FEET, SALT MACKREEL, SALT HERRINGS, SALT SALMON BELLIES.
FRESH METTWEIST, CROQUETTES, SALAMI, SAUCISSON DE LYON.
SARDINES (All Kinds), LEMONS, PICKLES, OIL, TOMATOES, &c. &c.
FRESH CHEESE—CAVENDISH, CAZENBET, NEUCHÂTEL, ROGUEFORT, LIMBURGER,
YOUNG'S AMERICAN, McMOREN'S (In Jars).
OLIVES (All Kinds)—SPANISH, FRENCH, and AMERICAN.
FRUITS (Evaporated)—APRICOTS, PEARS, PEACHES, CHERRIES, PRUNES, FIGS.
JAMS (All Kinds, in Tins or Jars)—ENGLISH, FRENCH, AMERICAN.
DRY VEGETABLES—LENTILS, GREEN PEAS, LIMA, RED, PINK BEANS.
CONFECTIONERY (All Kinds)—ENGLISH, FRENCH, AMERICAN.
Apply to—
G. GIRAUT, 6, Queen's Road, Central. [a45]

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS. **JUST LANDED.**
Tea Machinery and Tea Factories, by Wallis-Taylor ... \$15.00
Modern Abyssinia, by Wyld ... 5.00
Indian Border-land, by Holdich ... 9.50
China's Open Door, by R. Wildman ... 3.50
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Heroes of the United Service, Fully Illustrated ... 4.50
Sartor Resartus, by Carlyle ... 1.50
China, by Douglas (Story of Nations Series) ... 3.00
NEW STOCK. SLAZENGER & SONS TENNIS GOODS.
E.G.M. RACQUETS. SPECIAL DEMON RACQUETS. RENSCHAW RACQUETS. WIMBLEDON RACQUETS.
Complete Sets of Tennis in a Box with Key. SLAZENGER'S BEST TENNIS BALLS.
GUT REVIVER. WHISTLES. PRESSES.
AYRES, FORRESTER, and all the LEADING MANUFACTURERS.
23 & 25, Queen's Road, Hongkong. [a37]

NOTICE.
FOR IMMEDIATE DISPOSAL, as a going concern, an Old-established, High class, MILLINERY BUSINESS, in Shang-hai, the Owner wishing to Retire.
For Particulars, apply to—
Box No. 121,
Care of Office of this Paper.
Hongkong, 27th May, 1901. [1338]
DRAPER AND OUTFITTER.
RE-ENGAGEMENT as ASSISTANT or MANAGER in Store, Twelve years, good London experience. Two years' experience in China.
Address—
"X,"
Post Office Box 27, Kobe.
27th May, 1901. [1346]
IMMEDIATE.
LADY or MARRIED COUPLE WANTED TO SHARE with another LADY an exceptionally good house, with a fine view, in a healthy locality in Kowloon.
Apply by letter to—
"X. Z."
Care of Office of this Paper.
Hongkong, 23rd May, 1901. [1328]

CANDIDATES FOR POLICE in NAVAL YARD REQUIRED. Must be of Good Character and British Birth, between 25 and 35 years of age.
Apply with Papers to—
"COMMANDER,"
H. M. Naval Yard.
Hongkong, 25th April, 1901. [1106]
WANTED.
A CLERK and/or BOOK KEEPER holding good Testimonials.
Apply—
"CLERK,"
Care of Daily Press Office.
Hongkong, 27th May, 1901. [1329]
A ASSISTANT WANTED by the ROBINSON PIANO CO., LTD.
Apply—
13, QUEEN'S ROAD.
Hongkong, 8th May, 1901. [1304]
FOR SALE.

IRON FRAMED NEW PIANOS
GUARANTEED FOR CLIMATE.
\$370 CASH
OR MONTHLY PAYMENTS.
ROBINSON PIANO CO., LD.
Hongkong, 20th May, 1901. [1322]
HOTEL
"BOA VISTA" HOTEL, MACAO.
THE most healthy place in South China.
Macao is 40 miles West of Hongkong, and the trip is made each day (Sundays excepted) by the Steamer "HEUNGSHAN," Capt. W. E. CLARKE, leaving Hongkong at 2 p.m., or according to Schedule, and Macao at 7.30 a.m. Connection made at Macao with Company's Steamer to and from Canton.
Cable Address—"Boavista."
CLARKE & CO.,
Proprietors.
For Terms, apply to 906a
MANAGER.

RURAL BUILDING LOT 103, BARCELONA ROAD.
Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LIMITED.
Hongkong, 31st January, 1901.

INTIMATION.
GOLD MEDAL PARIS 1878 1889.
of Highest Quality
and having Greatest
Durability are there-
fore CHEAPEST.
JOSEPH GILLOTT'S
The Only Award
Chicago, 1893
Numbers for use by BANKERS,
Barrel Pens, 225, 226, 202
Ship Pens, 38, 100, 287, 100,
40, 7, 001.
In Fine, Medium, and Broad
Points
THE NEW TURNED-UP POINT. [281]
HOTELS.

HONGKONG HOTEL
A First Class Hotel in every respect
Elegantly Furnished Reading, Music, and Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor
CHARGES MODERATE. [150]

THE PEAK HOTEL.
City Office: 7, Duddell Street. [905]
HOTEL CRAIGIEBURN.
PLUNKET'S GAF, The PEAK, near the "Train Terminus."
Tel. 56.
For Terms, apply to the MANAGER.
Hongkong, 2nd July, 1900. [53]
THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
A
FIRST-CLASS PRIVATE HOTEL.
Handsomely Furnished and Exceedingly Spacious Rooms.
Very MODERATE TERMS to FAMILIES by the DAY or MONTH. [51]
THE CONNAUGHT HOTEL
A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.
The Hotel is situated near all the Banks and Principal Offices in the Colony.
Special Attention paid to the Comfort of Guests.
Cuisine excellent; under Experienced Management.
Terms Moderate. A FONSECA, Manager.
Hongkong, 1st December, 1899. [52]

KOWLOON HOTEL.
THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hong-kong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, J. H. DOWNS, Proprietors.
Hongkong, 8th September, 1900. [677]

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First-class and well-famed establish-ment is pleasantly situated in the centre of PRATA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1919]

THE HONGKONG PASSENGER'S TRANSFER CO.
20, LEE YUEN STREET EAST.
ACCEPTS ORDERS to TRANSFER BAGGAGE to all parts of Hongkong, also from Ships to Shore and to Outgoing Vessels, thus saving Travellers all trouble and annoyance. Our Launch meets all incoming Passenger Boats.
W. H. G. MORDEY, Manager.
Hongkong, 20th May, 1901. [a1202]

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

AERATED WATERS

IN THE FAR EAST.

We are now making Aerated Waters
only at our NEW WEST POINTFACTORY, which is openly situated facing
the sea, and is the LARGEST and BESTFITTED SODA WATER FACTORY in
the FAR EAST.ORDERS WILL BE
RECEIVED AS USUAL.A. S. WATSON & CO.
LIMITED,

AERATED WATER MANUFACTURERS

ESTABLISHED 1841.

Hongkong, 22nd May, 1901.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous or unsigned communications that have already appeared in other papers will be inserted.
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Telegraphic Address Press—A.B.C. Code.
P.O. Box, 33. Telephone No. 12.

BIRTH.

On the 26th May, at Shamren, Canton, the wife of P. A. BRUCKMANN, of a son. [1351]

The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD, CL
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 28th May, 1901

If we can believe the reports of the past two days with regard to the Imperial Court, the situation which has endured for so long seems at last to be coming to an end. Many months ago we were told that it was quite impossible for the Court to remain at Hsianfu and that the famine in Shensi must infallibly drive the Imperial family and retinue either to Peking or else into Szechuen. But the predictions have been falsified. It is true that from native sources we have learnt that the Imperial table has been reduced to ten dishes in place of the usual hundred; but still the Empress Dowager managed to hold out, though reported to be very "moose." The unfortunate Emperor, of course, had no voice in the matter. Now, however, our Shanghai correspondent speaks of the first certain indication of the Court's return to Peking given in the order to the China Merchants' Steam Navigation Company to forward the tribute rice to Tientsin for transmission to the capital. This order, if issued with the consent of whoever guides the Imperial mind now, cannot be taken otherwise than as a proof that a speedy return of the Emperor to Peking is contemplated. The proposal attributed to Wang Wen-shao, that His Majesty should return by way of Nanking and Shanghai is certainly original, not to say revolutionary, and it can hardly be wondered that the insatiable Empress Dowager should be moved to fury by it. The chief point, however, is that the Emperor shall get to Peking with the least possible delay and end an intolerable situation by the only guarantee which can be given of a new era for China. The reactionaries who formerly ruled the Court, through the Empress Dowager, are

now scattered far. The Russian consular advice reported by Count von Waldersee to his Government make the situation of the two most prominent survivors far less formidable than has been imagined. General Tung Fuh-siang's forces in Kansu are stated to be but few, and he is closely watched, by Imperial troops, apparently. Prince Tuan, instead of being at the head of a considerable body of troops, is said to have only ten followers with him in Mongolia. It is to be hoped that these advices are correct. The presence of an army of men attached to either of these formerly powerful officials in Kansu or Mongolia would be a very grave element in the situation. If they are merely powerless fugitives, the outlook after the Emperor's return to Peking is far brighter. As friendless outlaws they can be disregarded entirely, and the old and corrupt clique, which misgoverned China for years and brought her to the greatest depth of degradation she has ever known, has no longer a rallying-point.

H.E. the Governor, with Lady and Miss Blake, is expected to return from Macao to-day.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Anonymous, \$5.

The new Japanese cruiser *Isuzu* arrived at Yokosuka from England on the 17th inst. The *Isuzu* is the last of the six large cruisers which were part of the Japanese naval programme.

A Tientsin telegram to the *Mainichi* on the 14th inst., says:—The Taoist of Tientsin, who was reprimanded for issuing a political proclamation, was ordered by the Allies to leave within 24 hours. It is reported that he will go to Peking.

Apart from plague, the return of cases of communicable disease reported in the Colony during last week were:—Enteric Fever, 5 cases, 3 deaths (one case from the Harbour); Pneumonia, 1 case, one death, Chinese; Small-pox, two cases, one death, Chinese.

According to the Japanese papers, Mr. Hayashi, Japanese Minister to Seoul, issued a notice on the 16th inst., that Jihupo, to the west of Musampo, will be used as a Japanese concession. The negotiations respecting a site for the concession are reported settled.

We have received a pamphlet entitled *The Chinese Question*, by Mr. Y. S. W. Way Lee, published in Adelaide. The writer, a Chinaman long resident in Australia, speaks strongly on Chinese exclusion from Australia and points to many undoubted hardships. He also discusses the missionary question.

The people of Moji are endeavouring to secure the establishment of the new British Consulate on their side of the Shimonoseki Straits. The *Kobe Chronicle* understands that a deputation from Moji has arrived in Kobe, and will proceed to Yokohama and Tokyo to press the superior claims of their town as the site of the Consulate.

A third and final article by "Scrutator" on "The Need of Municipal Freedom in Hongkong" will appear in Thursday's issue. In response to a general request, the three articles with correspondence and leading articles thereon from the *Hongkong Daily Press* and *China Mail*, will be published in pamphlet form. We understand a copy will be sent to every member of Parliament and to the leading home newspapers. Pamphlets will be ready on Saturday next in time for the French mail. Copies, price 20 cents, or six for \$1, may now be ordered.

Elswell Cochran, alias John Carroll, alias J. E. Veague, alias Carrington, Lee, Bell and Morgan, a clever swindler and forger, who will be remembered in Hongkong, was on the 26th inst. sentenced to six months' imprisonment at the Inferior Provoost Court of P. I. He made no defence beyond stating his circumstances, and the fact that as a result of certain transactions in China he was financially bankrupt and saw no other way to relieve his immediate pressing wants than that which he adopted—which was to give a cheque for \$40 on the Hongkong and Shanghai Bank, where he had no account.

With regard to Reuter's telegram to the effect that the Russian Government had ordered two battleships and four cruisers to proceed at once to the Far East, at Admiral Alexieff's request, a veracious paper (according to the *Nagasaki Press*) publishes another telegram from London, in which the names of the vessels are given. The battleships are the *Olegabla* and *Peresvet*, and the cruisers *Pallada*, *Ashold*, *Varyag*, and the *Novik*. The two battleships are sister-ships, and were launched in 1898. They are two of the most formidable vessels in the Russian Navy, having a tonnage each of 12,674 and a speed of 18 knots. Each has an armament of four 12-in. guns, eleven 6-in. q.f., twenty 3-in. q.f., and 30 smaller q.f. guns. In addition, each carries six torpedo ejectors. The engines are 12,000 h.p. The vessels have the Belleville boilers and a very large coal supply, a feature rarely to be met with in Russian warships. With regard to the cruisers, the *Novik* is a second-class one of 3,000 tons, the others are all of the first-class, each having a displacement of 6,630 tons. The *Pallada* was built on the Neva, but the *Ashold* and the *Varyag* were constructed in foreign yards. These three cruisers are powerfully armed, and have speeds respectively of 20, 21 and 23 knots an hour.

Mr. J. McCarthy, who was so long identified with the Survey Department of the Siamese Government and who has now gone home, will take up an appointment in connection with the Royal Geographical Society as Instructor in Surveys to the coming generation of explorers.

A Calcutta telegram of the 11th inst. says:—The 1st Bengal Cavalry, with a siege train, from Hongkong; the 28th Madras Infantry, and the Sappers and Miners at Weihsaiwei; and the 1st Madras Infantry, from Tientsin, return to India immediately. Further reductions will follow gradually.

Much sympathy is felt in the House of Commons, says the *Globe*, with General Laurie, the Conservative member for the Pembroke Burghs, in the sad loss sustained by the death of his eldest son, Captain J. H. Laurie, who was killed at Philippopolis, when in command of the Mounted Infantry Company of the Lancaster Regiment. He was embarked for South Africa in Christmas week. Captain Laurie was a young officer of great promise, who when in Hongkong discharged the duties of Acting Military Secretary in a manner which indicated great administrative ability. It is interesting to recall that it was in the Lancaster Regiment that General Laurie himself served throughout the Crimean campaign.

The late Bishop Stubbs, for all his learning, was a keen humorist. On one occasion while officiating at the restoration of a Buckinghamshire church he was seen to hesitate before descending the altar steps. A clergyman who was assisting told the Bishop after the service that he was on the point of coming forward to help him, as he thought perhaps his hesitation was due to failing eyesight. "Not that at all, thank you," replied the Bishop, "merely a matter of sex, you know. Though I have been a bishop twenty years, I have not yet learnt to manage my attire properly." On another occasion Bishop Stubbs had consented to provide at the presentation of a pastoral staff to his suffragan, Dr. Randall. In making the presentation the Bishop delighted his hearers with an eloquent speech on the uses of the pastoral staff and all that it symbolised. There was some dismay, however, and no little merriment when he concluded his discourse with the words, "For my own part, I prefer an umbrella."

With a view to increasing the efficiency of the Navy, the department is considering the advisability of modernising the battleships *Oregon*, *Indiana* and *Massachusetts*. In altering these ships it is desired by the Board of Construction to remove the most serious defect in their design. The vessels are equipped with circular turrets, and when their thirteen-inch guns are pointed in the same direction, they heel to such an extent as to expose their unprotected hull below the armour belt. It is proposed to remove the four quadrilateral turrets, accommodating two eight-inch guns each, with which each ship is equipped, and to install two elliptical eight-inch turrets on top of the thirteen-inch turrets, thus giving each ship superimposed turrets. Careful determination of the position of the eight-inch turrets will permit a balance which will prevent the heeling now considered so objectionable. The new battery arrangement will permit the addition of a formidable row of six or five-inch guns.

In the New York *Medical Record* of the 16th of February last, there is a three-column article in small type by Dr. W. H. Park of Soochow on "Opium Taking in Asiatic Countries." Nobody can fault with Dr. Park for writing strongly against the abuse of opium, but nothing can excuse his writing and the *Medical Record's* printing such a gross and utterly baseless libel as the following, which he puts under the heading "Favouring the Opium Habit":—"2. The majority of the Eastern Press (said to be owned or subsidised by the opium interests). This is not merely a malicious lie but a cowardly lie, for Dr. Park has not the pluck to say that the Eastern Press is subsidised by the opium interests, but only that it is 'said' to be so. By whom? The pity of it is that a cause good in itself, for everyone decries the abuse of opium as he does of drink, should be damaged by the intemperate language which men like Dr. Park employ, under the impression, we presume, that they are strengthening their cause.—N.C. Daily News.

We have already announced, says the *Ostasiatische Lloyd*, that a Committee of the Diplomatic Corps, consisting of the representatives of Germany, England, France, and the United States, had been appointed to consider the question of the navigation of the Whangpoo River. We now learn that the basis of these negotiations is formed by a report of Mr. Franzios of Bremen, one of the greatest authorities on river conservancy. This report has been made through the instigation of the Norddeutscher Lloyd. According to this the navigation of the Whangpoo below Shanghai could be so much improved, at a cost of Tl. 4,000,000, that vessels drawing 28 feet of water (the largest modern mail and freight steamers) could reach Shanghai without the slightest difficulty. The German Government, after having considered the matter on the basis of the above-mentioned report, has ordered its representative in Peking to take action in the matter during the peace negotiations, in conjunction with the British and French Ministers. These Ministers have also received similar instructions from their governments, after the P. & O. S. N. Co. and the Messageries Maritimes had requested their Governments to intervene for them. It is now intended that the improvements, and later on the necessary conservancy of the Whangpoo River, will be entrusted to the European Powers interested, or to an International Committee appointed by them. The cost of the work is to be borne, according to the proposals of the three above-named steamship lines, by the I.M. Customs.

On the arrival of H. M. S. *Astrac* at Chemulpo, H.M.S. *Barfleur* and *Other* left for Weihsaiwei.

Mr. Harold H. Hilton this month beat Mr. Lav by one hole in the final of the Amateur Golf Championship at St. Andrews. Mr. Hilton, who belongs to the Royal Liverpool Club, was also last year's Amateur Champion, when he beat Mr. James Robb, of St. Andrews' Club, by 8 up and 7 to play.

The insurgent generals, Mascardo and Lacuna, having surrendered in the Philippines, the U.S. Governor-General has signalled the fact by the release of 500 prisoners. General Malvar, on the other hand, has refused the amnesty and declared himself President in succession to Aguinaldo. He has about 2,000 men under his immediate orders. General Calles has agreed to surrender.

The Inspector-General of Recruiting points out in his annual report that the highest number of recruits raised for the regular Army since the introduction of the short service system was 42,700, obtained in 1899. But last year that number was more than doubled. No fewer than 49,269 ordinary recruits joined, in addition to 24,449 Imperial Yeomanry, volunteers, &c., 24,139 Royal Reservists, and 322 ex-soldiers, making a grand total of 98,591. This is a splendid achievement for one year, even at a time of war, when the inducements held out are not exceptional, all things considered. It is also to be remembered that recruiting was carried on under unusually difficult conditions. Experienced recruiters were withdrawn, and the despatch of thirty-five militia battalions abroad, together with the embodiment of the remainder of the militia in May, served almost completely to dislocate the recruiting machinery. In some cases recruiting had actually to be stopped temporarily owing to the stream of young men which could not be dealt with.

THE PLAGUE.

The latest reports to hand regarding the European patients suffering from plague, we are glad to state, go to show that all are progressing favourably, including Mr. Meek, who has taken a turn for the better, his temperature having gone down to 103°. Mr. Collins, we learn from one who visited him at his home in Caine Road yesterday, is practically out of danger.

During the 48 hours ending at noon yesterday there were reported 59 fresh cases of plague (58 Chinese, 3 other Asiatics), with 59 deaths (58 Chinese and one other Asiatic). Last week's figures were—200 cases, 187 deaths. The full figures for the year are—800 cases (774 Chinese, 16 other Asiatics, 10 Europeans), 743 deaths (733 Chinese, 11 other Asiatics, 4 Europeans).

POLICE COURT.

Monday, 27th May.

BEFORE MR. HAZELAND.

STEALING A GOLD CHAIN.
A silversmith employed at 41, Gough Street was charged with stealing on the 24th inst. a gold chain valued at \$50, the property of his master. He denied the charge.

Evidence showed that on the day mentioned the defendant and a boy—the cook—were alone in the shop. The master had gone out, leaving the chain in a drawer. By way, it is reasonably supposed, of getting rid of the boy, the defendant gave him a cent to buy a cigarette. The boy went out to purchase the cigarette, and as he was returning the defendant going out, the chain was ultimately missed and its loss reported to the police, who traced the missing article to a goldsmith's shop at 21, Bonham Strand East, where the defendant had sold it for \$32. The buyer in the latter shop admitted in giving evidence that he had not asked the defendant where he got the chain.

His Worship (to the interpreter)—Tell the witness that when a man comes with a valuable gold chain—a man little better in appearance than a coolie—he ought to make enquiries, otherwise he will get into trouble.
The defendant was sentenced to six weeks' hard labour.

A MEAN ACTION.

A lunkong on Saturday forenoon, while patrolling in Queen's Road, saw one of the "do-nothing" class forcibly snatch a jumbleton bangle from the wrist of a baby who was being carried "pick-a-back" by a little girl of about ten. The lunkong gave chase and succeeded in capturing the thief, whom, with the two children, he took to No. 7 Police Station. Here the defendant told a story to the effect that the bangle had been given to the child by a friend, and that he was leaving the wrist without being pulled off.

His Worship sentenced the defendant to six weeks' hard labour, and further ordered him to receive twelve strokes of the birch.

THREE FROM LOCK COMPANY.

An Indian watchman at the Hongkong and Whampoa Dock on Sunday morning found a coolie in unlawful possession of a piece of copper piping, value \$1, the property of the Dock Company, and took him into custody.

The watchman's vigilance proved unfortunate for the coolie, who retired for seven days, with hard labour.

BEFORE MR. KEMP.

HELPING HIMSELF TO HIS MASTER'S PROPERTY.

Julian S. Abraham, clerk, 5, Zetland Street, after telling on Saturday, gave his "boy" the keys of his wardrobe and told him to fetch a cigar. The cigar was brought and the keys were returned to the master. On Sunday he had occasion to open the wardrobe, and accidentally discovered that two dollars were missing. He called his "boy," who protested that he knew nothing at all about the money. Calling the cook, Mr. Abraham went to the "boy's" room, and in a cupboard found \$120 in money and a fountain pen belonging to a friend. The boy said the money was given him by a man in a bank as payment for clothes, and the pen he received from his brother.

The reporting of the affair to the police resulted in the "boy" being sent to prison for three weeks, with hard labour.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

LONDON, 26th May, 4.45 p.m.

THE WHEREABOUTS OF TUNG AND TUAN.

Count von Waldersee reports that Russian consular advices agree that General Tung Fuh-siang, with a few troops, remains in Kansu, closely watched. Prince Tuan, accompanied by ten attendants only, is a fugitive in Mongolia.

GENERAL NEWS.

* MANILA, 24th May, 9.25 p.m.

COMMISSARY SCANDALS IN THE PHILIPPINES.

As the result of the court-martials, the U.S. Commissary officers, Lieutenants Boyer and Barrows and Captain Read, have been sentenced respectively to one, five, and three years' imprisonment in Bilibid Prison, Manila.

* Delayed in transmission.

LONDON, 26th May, 4.45 p.m.

RUSSIAN LOAN.

The Russian loan has been successfully issued. It is stated that there is to be another in six months' time, in which it is hoped to interest Berlin.

THE MILNER PEERAGE.

Sir Alfred Milner having been raised to the peerage, it is authoritatively stated that he will take the title of Lord Milner of Capetown.

REUTER'S SERVICE.

LONDON, 26th May.

BOER PRISONERS FOR BERMUDA.

Three hundred Boer prisoners have sailed for Bermuda.

THE AMERICA CUP RACE.

The New York Yacht Club has agreed to Sir Thomas Lipton's request to postpone the race for the America Cup until the 21st September.

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 23rd May.

MORE ATTACKS ON NATIVE CHRISTIANS.

Very authentic information reached me to-day, to the effect that in the district of Ho Yuen, a place very thickly inhabited by converts, placards of an inciting nature had been posted by a man named Ling Ting. This worthy, presumably an official, calls upon the people to kill the native Christians or drive them out of the district. Ho Yuen. The placards, which bear the signature of Ling Ting, inform the people that by "Imperial command" they are to exterminate all the native converts by the 8th of this moon. This date falls to-morrow, and I merely wonder if the "Imperial order" will be carried out.

In view of the unsettled state of affairs up North, it is rather surprising to find the Chinese down south misbehaving themselves towards the native Christians, who are the protégés of the various missionaries. As usual, the mandarins are caught napping, and they only awaken when it is too late.

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Preussen* left Shanghai on the 25th inst., p.m., and may be expected here this morning.

The Barber Line steamer *Heathburn* from New York left Singapore on Saturday, the 25th inst., for Manila, Hongkong and Japan.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

SANITARY REFORM.

TO THE EDITOR OF THE "DAILY PRESS."

27th May.

SIR,—Mr. "T." has hit the right nail on the head. The present system of drainage is a great, if not the greatest, factor in a marring the many dreadful diseases in our midst. Canton, known for its filth, has not been created, nor are the houses there lime-washed twice a year under compulsion, and yet it does not fare worse than Hongkong as far as plague is concerned.

The sanitary authorities have apparently wasted labour and money in the wrong direction. Could they not know that the fountain-head of all the trouble lies in the drains? The perfume issuing therefrom is too good even for the rats. Unless the defects be remedied at no distant date, those in charge of our sanitation may talk themselves hoarse and sit down to frame bye-laws after bye-laws to no practical good in the end.

The question of over-crowding is also important, and deserves early attention. But as long as the surrounding air is charged with swarms of germs, though the poor class may be provided with nice ventilated houses to live in, the evil is still there.

As regards the measures adopted for preventing the spread of the dreaded disease, it is most ridiculous to carry the plague-stricken, dead or alive, through crowded streets from one end of the town to the other. I should say the Governor's suggestion to leave the patient to be treated in his own home is very sensible. Sanitary precautions can be taken equally well in his house, and every requirement enforced in strict accordance with law and science.

The dead, too, should be made ready for immediate burial before removal from the premises. If there is more than one family in the house, disinfect and send the other families elsewhere without altering the present arrangement, leaving the patient's own family with him. Should he succumb to the disease, instead of removing his body in a half-open box to a place two or three miles off to be prepared for interment, coffin it on the spot in the most approved style, and after it has been taken away, close the house for a month or two, or, if necessary, longer. The doctors, officers, and undertakers are as liable to be infected as anyone else. Why can he not be left with his own people, who will take better care of him than strangers? By leaving him in his own house, without unnecessarily frightening him, and with his own family constantly in attendance, there is more chance of his recovery.

It is also inhuman that, in some cases, the patient should be carried away against his own will and that of his relatives. On the slightest resistance, his relatives would be made to suffer for it, and the patient himself rushed into the fatal chair.

It is often the case that a patient, adult and child alike, after his removal from his house, is denied the consolation of seeing his relatives for the next twenty-four hours, and very often, too, is kept waiting for hours before any food or medicine can be given him.

Many will bear me out in saying that some patients perfectly senseless before removal, actually faint at the sight of the ambulance and become delirious when inside, and in the case of children, they kept on howling for their parents.

Every patient when removed was not actually suffering from plague, but merely suspected. Apart from the effect the removal has on the poor fellow's mind and nerves, the bumping up and down in a covered cage like the ambulance, naturally with strong smells, carried by two stoical coolies who have no compunction in throwing you down the moment they feel tired, is in itself sufficient to make a sound body sick.

Such measures are not only detrimental to the welfare of the patient himself but also injurious to the public health, for instead of checking the spread of the disease, they help it. They have been in force for the last seven years. Have they done any good? Abundant scores and irritation have been caused unnecessarily. It is true we have seen cases for others' feelings, but it is time that we should have them modified.

At the present moment, there is an outcry for municipal freedom. What has again revived this assertion of right? The death of a few Europeans from plague. In time of peace, even, some of us do not like to have the Chinese next door to us. Why should we, then, at a time when plague is in its height keep Chinese sick and dead amongst us? They are not so "sacred" that we want their dead to adorn our sweet home! Let them go as they like. The Venice Convention does not apply to uncivilised China. Hongkong being at her door should also be exempted.—Thanking you for the insertion of this.—Yours, etc.

THE PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

27th May.

SIR,—The plague is upon us in its worst form, and unless some drastic measures are adopted to remedy the evil, I am afraid it will cling upon us until the commercial prosperity of the Colony is greatly endangered. The outlook at present is bad enough, and if the sanitary authorities still go on dilly-dallying with pig-headed conservatism and keep on yielding to absurd religious scruples of persons who are adverse to sanitary reforms, we shall one day have a plague case in every household like the tenth plague of Egypt.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CALCHAS	Brit. str.			BUTTERFIELD & SWIRE	To-day.
LONDON	DARFANUS	Brit. str.			BUTTERFIELD & SWIRE	On 11th June.
LONDON	MACHAON	Brit. str.			BUTTERFIELD & SWIRE	On 25th June.
LONDON	PROMETHEUS	Brit. str.			BUTTERFIELD & SWIRE	On 9th July.
LIVERPOOL DIRECT	EMERUS	Brit. str.			BUTTERFIELD & SWIRE	On 6th June.
IREMEN, VIA PORTS OF CALL.	IRADIA MARU	Jap. str.		E. Prehn	YIP YUEN KAISHA	To-morrow, at Noon.
MARSEILLES & LONDON, &c., v. SINGAPORE, &c.	CEYLON	Brit. str.		W. Hayward, R.N.	YIP YUEN KAISHA	On 31st inst., at Daylight.
MARSEILLES & LONDON	LAOS	Brit. str.		W. Hayward, R.N.	YIP YUEN KAISHA	On or about 1st June.
MARSEILLES, &c., VIA PORTS OF CALL.	SHINANO MARU	Jap. str.		G. E. T. Cook	YIP YUEN KAISHA	On 3rd June, at 4 P.M.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	HITACHI MARU	Jap. str.		G. Anderson	YIP YUEN KAISHA	On 14th June, at Daylight.
HAYRE & HAMBURG	SEGOWIA	Ger. str.		Hempel	HAMBURG-AMERIKA LINIE	On 28th June, at Daylight.
HAYRE & HAMBURG	WITENBURG	Ger. str.		Mayer	HAMBURG-AMERIKA LINIE	On 31st inst.
HAYRE & HAMBURG	NURNBERG	Ger. str.		Schmidt	HAMBURG-AMERIKA LINIE	On 31st inst.
HAYRE & HAMBURG	SAMBIA	Brit. str.			DODWELL & CO., LIMITED	On or about 20th June.
NEW YORK VIA PORTS & SUEZ CANAL	AFRIDI	Brit. str.			McKENNOR, BROS. & CO.	On 25th June.
NEW YORK	GLENARNEY	Brit. str.			SHAW, TOMES & CO.	On or about 1st Aug.
NEW YORK VIA SUEZ CANAL	ARABIAN	Brit. str.			CANADIAN PACIFIC R. CO.	On 5th June.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.		R. Archibald, R.N.	CANADIAN PACIFIC R. CO.	On or about 12th June.
VICTORIA, B.C., & TACOMA, VIA SHANGHAI, &c.	ATHEANIAN	Brit. str.		H. Mowatt, R.N.	DODWELL & CO., LIMITED	To-day.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	KAGA MARU	Jap. str.		J. W. Ekstrand	YIP YUEN KAISHA	On 10th June, at 4 P.M.
PORTLAND (OR.)	INDRAVELLI	Brit. str.			SHAW, TOMES & CO.	On 11th June, at Noon.
SAN FRANCISCO VIA AMOY, &c.	DORIC	Brit. str.			U. & O. S. S. CO.	On 11th June, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.		Ellis	TOYO KISEN KAISHA	On 10th June.
SAN DIEGO VIA MOJI, &c.	BELGIAN KING	Brit. str.			BUTTERFIELD & SWIRE	On 31st inst., at 5 P.M.
AUSTRALIAN PORTS	EASTERN	Brit. str.			GIBB, LIVINGSTON & CO.	On 10th June.
AUSTRALIAN PORTS	CHANGSHA	Jap. str.		N. Tate	NIPPON YUSEN KAISHA	On 28th June, at 4 P.M.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.		J. Mackenzie	NIPPON YUSEN KAISHA	On 7th June, at Daylight.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.		W. Thompson	NIPPON YUSEN KAISHA	On 21st June, at Daylight.
KOBE & YOKOHAMA	SADO MARU	Jap. str.		A. E. Moses	NIPPON YUSEN KAISHA	On 21st June, at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.		K. Kori	NIPPON YUSEN KAISHA	On 18th June, at Noon.
NAGASAKI, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.			BUTTERFIELD & SWIRE	On 5th June.
MOJI, KOBE & YOKOHAMA	KWEIYANG	Brit. str.			BUTTERFIELD & SWIRE	To-morrow.
TIENTSIN	WHAMPOA	Brit. str.			P. & O. S. N. CO.	On or about 31st inst.
SHANGHAI	JAVA	Brit. str.		G. W. Gordon, R.N.	MELCHERS & CO.	Quick despatch.
SHANGHAI, HONGKONG & YOKOHAMA	SACHSEN	Ger. str.		H. Supper	MITSUI BUSSAN KAISHA	To-morrow.
SHANGHAI, NAGASAKI, HONGKONG & YOKOHAMA	MAIZURU MARU	Jap. str.		K. Sobajima	MITSUI BUSSAN KAISHA	On 5th June, at Daylight.
ANPING, VIA SWATOW & AMOY	ANPING MARU	Jap. str.		S. Atsuni	MITSUI BUSSAN KAISHA	On 2nd June.
FOOCHOW, VIA SWATOW & AMOY	DAIJI MARU	Jap. str.		K. Sudaoki	MITSUI BUSSAN KAISHA	To-day.
TAMSUI & KELUNG	ASAKI MARU	Brit. str.			BUTTERFIELD & SWIRE	To-morrow.
AMOY, S'PORE, SAMARANG & SOERABAYA	SEANTUNG	Brit. str.		Robson	DODWELL & CO., LIMITED	To-day, at Noon.
SWATOW	THALES	Brit. str.		J. McGinty	SHAW, TOMES & CO.	To-day, at 5 P.M.
MANILA	EMERALDA	Brit. str.		Weigall	BUTTERFIELD & SWIRE	To-day.
ILIOILO & CEBU	KATONG	Brit. str.			JARDINE, MATHESON & CO.	On 31st inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.			BUTTERFIELD & SWIRE	On 10th June.
MANILA	CHANGSHA	Brit. str.			DAVID SASSOON, SONS & CO.	To-morrow, at 8 P.M.
SINGAPORE, PENANG & CALCUTTA	ARRATON APCAR	Jap. str.		E. Foy	SANDER, WIELER & CO.	On 31st inst., at Noon.
SINGAPORE & BOMBAY	MELPOMENE	Aus. str.		Matcovich	NIPPON YUSEN KAISHA	On 21st June, at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	MIKE MARU	Jap. str.		M. Yagi		

SHIPPING.

ARRIVALS.

May 26, Huz, French str. 744, Godinau, Haiphong 24th May and Hoihow 25th, General—A. R. MARY.

May 26, CHIVUN, Amr. str. 1,177, H. Sleeman, Shanghai 23rd May, General—CHINESE.

May 26, CONCH, British str. 2,313, Abbott, Moji 20th May, Coals—ARNHOLD, KARBRO & CO.

May 27, KATSUMA MARU, Japanese steamer, K. Hayashi, Chofoo via Amoy 25th May, General—CHINESE.

May 27, DUKE OF PIFE, British str. 2,416, J. S. Cor, Tacoma via Japan 25th April, General—DODWELL & CO.

May 27, KWEIYANG, British str. 1,062, A. W. Outerbridge, Tientsin 21st May, General—BUTTERFIELD & SWIRE.

May 27, MAIZURU MARU, Japanese str. 667, Sobajima, Tamsui, Amoy and Swatow 26th May, General—H. K. KAISHA.

May 27, UNIVERSE, Norw. str. 1,635, H. H. Egehus, Odessa 21st May, Flour and Vermicelli—ONDER.

May 27, SEGOWIA, German steamer, 5,372, Th. Forck, Japan 22nd May, General and Coal—HAMBURG-AMERIKA LINIE.

May 27, THALES, British str. 820, Robson, Swatow 26th May, General—DODWELL & CO.

May 27, KONGWAI, German str. 1,115, A. von Riege, Bangkok 19th May and Swatow 26th, Rice and Teak—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
27th May.

DEPARTURES.

May 29, CHAS. ROOPE, Belg. str., for Shanghai.

May 29, Victoria, Swedish str., for Samarang.

May 29, WOSANG, British str., for Canton.

May 29, Oni, British str., for Moji.

May 29, AMIGO, German str., for Swatow.

May 29, HONGKONG, French str., for Hoihow.

May 29, HIKOSAN MARU, Jap. str., for Moji.

May 29, DAIJI MARU, Jap. str., for Swatow.

May 29, CLAVERING, British trsp., for India.

May 27, HAITAN, British str., for Swatow.

May 27, P. C. C. KLAU, British str., for Bangkok.

May 27, FRANCOIS ARAGO, French telegraph str., for Amoy.

May 27, LARAO BAY, British ship, for Callao.

May 27, NANSIN, British str., for Shanghai.

May 27, TAKSANG, British str., for Bangkok.

VESSELS IN DOCK.

Kowloon Docks.—U.S.S. Bennington, Company of Philippine, Burnside, Kiang Tang, Iris, Meade, Union, H.M.S. Fame.

Colonial Dock.—Colonies, Simongan, Fatshan.

SHIPPING REPORTS.

The American steamer Chiguan, from Shanghai 23rd May, had light winds and fine weather. The British steamer Conch, from Moji 20th May, had fine weather and smooth sea throughout.

The British steamer Kweiyang, from Tientsin 21st May, had moderate to fresh N.E. winds and rainy weather from Yangtze to port.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

The Imperial German Mail Steamship

"SACHSEN."

OF THE NORDDEUTSCHER LLOYD.

Captain H. Supper, due here with the outward German Mail about the 28th inst., will leave for the above places about 21 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 27th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship.

"DAIJI MARU."

will be despatched for the above ports on

SUNDAY, the 2nd June.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th May, 1901.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI AND KELUNG.

THE Company's Steamship

"AKASHI MARU."

Captain K. Sudaoki, will be despatched for the above ports TO-DAY, the 28th May.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st May, 1901.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA."

Captain J. McGinty, will be despatched as above TO-DAY, the 28th inst., at 5 P.M.

This steamer has Superior accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 25th May, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"ARRATON APCAR."

Captain E. Foy, will be despatched for the above ports TO-MORROW, the 29th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO., Agents.

Hongkong, 25th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIZURU MARU."

Captain K. Sobajima, will be despatched for the above ports TO-MORROW, the 29th inst., at 3 P.M.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st May, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TONGA, PORT DARWIN and QUEENSLAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above ports on THURSDAY, the 30th inst., at 5 P.M.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship.

"MELPOMENE."

Captain Matcovich, will be despatched as above on FRIDAY, the 31st inst., at 5 P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 20th May, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI AND JAPAN. STEAMERS TO SAIL ON. REMARKS.

SHANGHAI AND JAPAN. About 31st May. Freight or Passage.

MARSEILLES AND LONDON. About 1st June. Freight or Passage.

For Further Particulars, apply to H. A. BITCHIE, Superintendent.

Hongkong, 24th April, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES.

SEGOWIA. HAYRE & HAMBURG. On 31st May. Freight.

WITTENBURG. HAYRE, BREMEN & HAMBURG. On 12th June. Freight.

NURNBERG. HAYRE & HAMBURG. On 25th June. Freight.

SAMBIA. HAYRE & HAMBURG. On 25th July. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 30th April, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES.

INABA MARU. MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID. FRIDAY, 31st May, at DAYLIGHT.

KANAGAWA MARU. KOBE and YOKOHAMA. FRIDAY, 7th June, at DAYLIGHT.

KAGA MARU. VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA. MONDAY, 11th June, at 4 P.M.

SHINANO MARU. MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID. FRIDAY, 14th June, at DAYLIGHT.

KAGOSHIMA MARU. MOJI, KOBE and YOKOHAMA. TUESDAY, 18th June, at NOON.

SADO MARU. KOBE and YOKOHAMA. THURSDAY, 21st June, at DAYLIGHT.

YAWATA MARU. NAGASAKI, KOBE and YOKOHAMA. FRIDAY, 21st June, at NOON.

MIKE MARU. BOMBAY, via SINGAPORE and COLOMBO. FRIDAY, 21st June, at NOON.

HITACHI MARU. MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID. FRIDAY, 28th June, at DAYLIGHT.

ROSETTA MARU. SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE. FRIDAY, 28th June, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th May, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPEROR OF CHINA". Comdr. R. Archibald, R.N. WEDNESDAY, 5th June, 1901.
"EMPEROR OF INDIA". Comdr. O. P. Marshall, R.N. WEDNESDAY, 26th June, 1901.
"EMPEROR OF JAPAN". Comdr. H. Pybus, R.N. WEDNESDAY, 17th July, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey on the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Atlantic Line, which passengers to Great Britain and the Continent are given choice of. Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY, through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAN" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN". 3,382 Tons, Comdr. H. Mowatt. On or about WEDNESDAY, 12th June.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES.

In addition to their excellent Saloon Passenger accommodation,

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th May.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 14th June.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 28th May.
LONDON	"DARDANUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 9th July.
LIVERPOOL, DIRECT	"RHIPEUS"	On 8th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
ILOILO and CEBU	"KAIFONG"	On 28th May.
AMOI, SINGAPORE, SAMA- RANG and SOERABAYA	"SHANTUNG"	On 29th May.
SHANGHAI	"WHAMPOA"	On 29th May.
TIENTSIN	"KWEIYANG"	On 31st June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWN- SVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th June.
MANILA	"CHANGSHA"	On 10th June.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th May, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"AFRIDI" 31st May.
"HILGLEN" 14th June.
"LOWTHER CASTLE" 30th June.
"HEATHBURN" About 17th July.
"HUDSON" " " " "
"JUPITER" " " " "
"SATSUMA" " " " "

* Calling at MANILA.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 24th May, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMB, PONDICHERRY, MADRAS,
CALCUTTA, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd June, 1901, at
1 P.M., the Company's Steamship
"LAOS," Captain Flaminio, with Mail,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via Ports of Call,
WITHOUT TRANSIT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 2nd
June. (Parcels are not to be sent on board;
they must be left at the Agency's Office).
Contents and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.HONGKONG, 21st May, 1901.
PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.

Agents for and in connection with
OREGON RAILROAD AND NAVI-
GATION COMPANY.
Operating the New First Class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION,"
between HONGKONG and PORTLAND
(OR.), calling at SHANGHAI, NAGASAKI,
MOI, KOBE and YOKOHAMA.

THE Steamship
"INDRAVELLI"
will be despatched for Portland (Or.) on
MONDAY, the 10th June, 1901.

Through Bills of Lading issued to Pacific
Coast Points and all Eastern, Canadian and
United States Ports.

For through rates of Freight and further
information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN TOMES & CO.
Hongkong, 24th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.
THE Company's Steamship
"GLENARTNEY,"
Captain Warner, will be despatched as above on
or about the 20th June, 1901.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 18th May, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPT. PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.

THE O. & O. Co.'s Steamship "DORIC" will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and
HONOLULU on SATURDAY, the 1st June, at Noon, taking Freight for Japan, the
United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of
24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only)
are granted and will apply only to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and
re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per
cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the
Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold
or over) destined to points beyond San Francisco in the United States, should be sent to the
Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchants' Invoice will be sufficient for Cargo or Parcel (each ship ment) when the value is
less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies,
Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 27th May, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "BELGIAN KING" About 10th June.

THE Steamship "BELGIAN KING" will
be despatched for SAN DIEGO and
SAN FRANCISCO via MOI, KOBE and
YOKOHAMA on or about 10th June.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 16th May, 1901.

THE UNITED STATES AND CHINA
JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI"

will be despatched for the above port on or
about 25th June, 1901.

For Freight, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 17th May, 1901.

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA"

will be despatched for the above port on or
about 1st August, 1901.

For Freight, apply to

SHEWAN TOMES & CO.,
Agents.

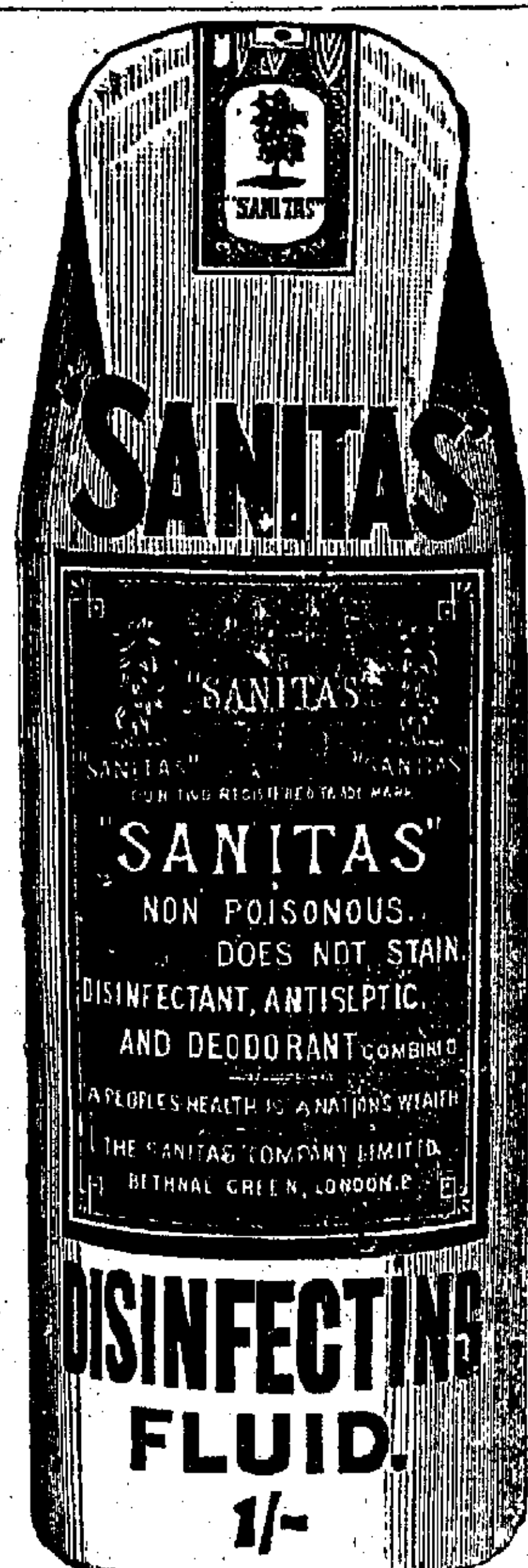
Hongkong, 15th May, 1901.

Loongsang, British str., 1,080, Weigall, May 26,
Jardine, Matheson & Co.
Loyal, German str., 1,237, Wiedlich, May 27,
Sander, Wieler & Co.
Maiduru Maru, Japanese str., 687, Sobajima,
May 27, Mitsui Bussan Kaisha
Ranza, British steamer, 3,434, Arnot, May 9,
Standard Oil Co.
Segovia, German str., 5,372, Forck, May 27,
Carlowitz & Co.
Shantung, British steamer, 1,835, Quail, May 18,
Butterfield & Swire
Simongan, Dutch str., 1,818, Sandman, April 18,
Chinese
Taichung, German str., 828, Ahrens, May 13,
Mevor & Co.
Taishan, British str., 1,122, Stovell, May 3,
Bradley & Co.
Taishan, Amr. str., 1,216, Patterson, May 19,
Chinese
Telemachus, British str., 1,340, Williamson, May
20, Chinese
Thales, British steamer, 820, Robson, May 27,
Douglas Lauprik & Co.
Titanic, German str., 1,358, Krusfeldt, May 22,
Telous & Co.
Trym, Norwegian str., 710, Dahl, May 17,
Sander, Wieler & Co.
Universa, Norw. str., 1,635, Egens, May 27,
Order
Victoria, Swedish str., 989, Hellberg, May 24,
Order
Whi apoa, British str., 1,109, Laver, May 21,
Butterfield & Swire
Yikwang, British str., 887, Lambie, May 22,
Jardine, Matheson & Co.

SAILING VESSELS.
Adolph, Amr. ship, 1,262, Amesbury,
Dec. 19 Standard Oil Co.
Erie J. Ray, Amr. barque, 928, Kater, May 24,
Sander, Wieler & Co.
Louise J. Kenny, Amr. schr., 155, Olsen, Mar.
30, Master
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21,
Master
Sussac, British bark, 1,212, Guthrie, May 17,
Master

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,760 tons, 10 guns,
3,000 h.p., Comdr. C. G. F. M. Cradock, at
Taku
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. E. D. Hunt, at Hongkong
Arctura, cruiser, 4,300 tons, 10 guns, 5,000
h.p., Captain J. Startin, Woosung
Argonaut, battleship, 11,000 tons, 16 guns,
Capt. G. H. Cherry, R.N., at Chinkiang
Astraea, cruiser, 4,360 tons, 10 guns, 9,000 h.p.,
Captain C. J. Baker, at Shanghai
Aurora, cruiser, 5,600 tons, 12 guns, 6,500 h.p.,
Capt. B. H. Bayly, C.B., at Woosung
Bardour, battleship, 10,500 tons, 14 guns, 13,000
h.p., Capt. G. J. S. Warrender, at Weihaiwei
Blenheim, 1st class cruiser, 9,000 tons, 12 guns,
21,411 h.p., Capt. F. H. Henderson, C.M.G.,
at Woosung
Bonaventura, cruiser, 4,360 tons, 18 guns, 9,000
h.p., Capt. J. C. Sawle, at Hongkong
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. M. Leake, at Wuhu
Brisk, cruiser, 6 guns, 5,000 h.p., Comdr. Sir B.
R. S. Wre, at Hankow
Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. E. A. Baird, at Weihaiwei
Centurion, flagship, 10,500 tons, 14 guns, 15,000
h.p., Capt. J. R. Jellicoe, C.B., at Taku
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p.,
Comdr. Wm. C. Pakinham, at Hongkong
Dido, cruiser, 2nd class, 5,000 tons, 11 guns,
9,600 h.p., Capt. P. F. Giffard, at Woosung
Endymion, cruiser, 7,350 tons, 12 guns, 10,000
h.p., Captain A. W. Paget, C.M.G., at Wei-
haiwei
Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.
Comdr. W. F. Blunt, at Shanghai
Fame, torpedo-boat destroyer, 360 tons, 6 guns,
5,700 h.p., in reserve at Hongkong
Firebrand, gunboat, 455 tons, 4 guns, 360 h.p.,
Lieut. Comdr. C. P. Beatty Pownall, at
Canton
Glory, battleship, 12,950 tons, Captain Frederick
S. Inglefield, at Yokohama
Goliath, battleship, 12,950 tons, 16 guns, 13,500
h.p., Capt. Lewis E. Wintz, at Menking
Hawley, torpedo-boat destroyer, 330 tons, 6 guns,
4,000 h.p., Lieut. Comdr. G. C. Hardy, at
Shanghai
Hart, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., in reserve at Hongkong
Hermion, cruiser, 4,360 tons, 10 guns, 9,000
h.p., Capt. R. S. D. Cumming, at Hongkong
Hammer, storeship, 1,640 tons, Comdr. H. J.
Davison, at Shanghai
Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600
h.p., Capt. Charles Windham, at Shanghai
Janus, torpedo-boat destroyer, in reserve at
Hongkong
Kinsla, river gunboat, Lieut. Comdr. G. B.
Powell, at Yangtze
Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p.,
Lieut. John C. Watson, at Amoy
Ocean, battleship, Hon. A. G. Curzon Hows, at
Weihaiwei
Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p.,
Capt. J. H. T. Burke, C.B., at Woosung
Otter, torpedo-boat destroyer, Lieut. Comdr. C.
P. Mansel, at Weihaiwei
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. W. H. Nicholson, at Tientsin
Pique, gunboat, 555 tons, 6 guns, 1,200 h.p.,
Lieut. Comdr. A. H. Oldham, at Singapore
Plover, river gunboat, 360 tons, 8 guns, 700 h.p.,
Capt. H. C. Reynolds, at Weihaiwei
Plover, river gunboat, 360 tons, 8 guns, 700 h.p.,
Lieut. Comdr. Cowper, at Kinkiang
Redpoll, gunboat, 855 tons, 6 guns, 720 h.p.,
Lieut. Comdr. Chas. F. Corbett, Kinkiang
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. Godfrey G. Webster, West
River
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p.,
Comdr. A. W. Hamilton, at Singapore
Sandpiper, river gunboat, 35 tons, 2 guns, 240
h.p., Lieut. Comdr. Carr, on West River
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. R. W. Dalgety, at Shanghai
Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in
reserve at Hongkong
Taku, torpedo-boat destroyer, 250 tons, in re-
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